GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA

STARRED QUESTION NO:319
ANSWERED ON:19.03.2001
STRATEGY TO MEET FOGGY CONDITIONS
DILIP KUMAR MANSUKHLAL GANDHI

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the CAT-III-A system installed atthe airports to facilitate landing in foggy conditions proved ineffective during dense fog in December 2000 and January, 2001;

(b) if so, the reasons therefor;

(c) the amount spent on installation of such system;

(d) the number of flights cancelled/delayed due to dense fog during the said period;

(e) the total loss incurred as a result thereof; and

(f) the steps proposed to be taken by the Government to meet such conditions in future?

Answer

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV)

(a), (b), (c), (d), (e) & (f) :- A statement in this regard is laid on the Table of the Sabha.

STATEMENT IN REPLY TO PARTS (a), (b), (c), (d), (e) &(f) OF LOK SABHASTARREDQUESTION NO319 FOR ANSWER ON 19.03.2001 REGARDING STRATEGY TO MEET FOGGY CONDITIONS:

(a), (b), (c), (d), (e) and (f) :- At Indira Gandhi InternationalAirport, Delhi, Instrument Landing System (ILS) equipmentcapable of Category IIIAoperations alongwith associated facilites have been installed in February, 1999. However, it was operational as Cat-II because additional ground facilities like runway centre-line lights, approach lights etc. were to be provided which have now been provided and after calibration etc. the Cat IIIA ILS is likely to be operational by April 2001.The total amount spent on this project is approximately Rs.50.00 crores which includes resurfacing of the runways.

During the dense fog in December, 2000 and January, 2001, a total of 1265 flights were delayed, 128 flights cancelled and 82 flights were diverted. However, installation of Cat.III ILS enables aircraft operations in low visibility condition upto200 metres only. Since the visibility condition sometimes drops below 200 metres as well and aircraft operations have to be suspended during that period, it will not be proper to attribute suspension of aircraft operations at the airports purely to non-installation of Cat.III ILS.Therefore, it is difficult to assess the extent of loss in time and money caused by disruption of commercial flights, on account of this.